

AIRCRAFT STATIONS. With respect to the licensing of aircraft stations, it seems that there is some question in the minds of many communications officers concerning the intent of the statement contained in paragraph 11b, CAP Regulation 100-2, 10 April 1947. Paragraph 11b refers to FCC Form No. 404, "Application for Aircraft Radio Station Licenses," and states that the memo of the applicant, when submitting that form, will be that of the aircraft owner.

6. 110 volt AC motor belt-driving either a 28 volt DC motor or 12 volt DC motor - connected as generators instead of motors - driving PE-94 or PE-98 dynamotors into SCR-522.

5. 110 volt AC motor belt-driving PE-94 or PE-98 dynamotor either from commercial current or gas-engine-driven 110 volt AC generator.

4. Use "3" above from 110 volt AC power mains.

3. Gas-engine-driven 110 volt 60 cycle AC generator into Rectifier RA-62-A, B, or C into SCR-522.

2. Gas-engine-driven 12 volt DC generator into PE-98-A dynamotor into SCR-522.

1. Gas-engine-driven 12 volt DC generator feeding into PE-94-A dynamotor which in turn feeds into the SCR-522.

In his latest communication, the Capt in informs us that he has tried several methods of applying power to the 522 and that he has arrived at six which he deems to be best. A desirable feature of each method is that no modification or change in the SCR-522 is needed. These 6 methods are:

1. Gas-engine-driven 12 volt DC generator feeding into PE-94-A dynamotor which in turn feeds into the SCR-522.

2. Gas-engine-driven 12 volt DC generator into PE-98-A dynamotor into SCR-522.

3. Gas-engine-driven 110 volt 60 cycle AC generator into Rectifier RA-62-A, B, or C into SCR-522.

4. Use "3" above from 110 volt AC power mains.

5. 110 volt AC motor belt-driving PE-94 or PE-98 dynamotor either from commercial current or gas-engine-driven 110 volt AC generator.

6. 110 volt AC motor belt-driving either a 28 volt DC motor or 12 volt DC motor - connected as generators instead of motors - driving PE-94 or PE-98 dynamotors into SCR-522.

Major Lathrop has been operating W9LJV on the two meter band since the end of the late war. He has been employed in police radio since 1936 and holds a first class radiotelephone license. In addition to his radio activities, the Major has held a private pilot's license since 1942. The gentleman from Wisconsin has probably been active in Civil Air Patrol as long as almost anybody else inasmuch as he joined up prior to Pearl Harbor.

WEAVER AGAIN. Our good friend and correspondent, Captain John N. Weaver of the Pennsylvania Wing, has come through with some more information on the SCR-522. As stated in previous bulletins, Capt. Weaver has been conducting most of his communications activities on 148.14 mc, using the SCR-522.

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3. Gas-engine-driven 110 volt 60 cycle AC generator into Rectifier RA-62-A, B, or C into SCR-522.

Paragraph 11b applies to cases where the aircraft owner has his personal set permanently installed in the airplane, and has it licensed for operation on the usual itinerant aeronautical frequencies. Assuming that he be a CAP member, it would be necessary for him to obtain a modification of his existing aircraft radio license in order to transmit on the AAF-CAP frequencies. Naturally, the permission of his unit and wing commander would be prerequisite to obtaining such modification of his license. Such authorization on the part of the wing commander would be placed on the Form 404 as prescribed in paragraph 7d, CAP Regulation 100-2.

Paragraph 11b of CAP Regulation 100-2 does not preclude carrying portable-mobile radio stations in aircraft for use on the AAF-CAP frequencies while the aircraft is in flight. Obviously, the radio set will already have been licensed as a portable-mobile station; and while it is used aboard the aircraft, its assigned call letters will be used and the station will otherwise be operated just as any portable-mobile station normally would - except that some special considerations concerning the power source and the antenna installation may require attention. A Federal Communications Commission representative has stated informally that such use of a portable-mobile station is permissible provided it is not permanently installed in the aircraft.

REORGANIZATION IN WEST VIRGINIA. Major Bill Aull of the West Virginia Wing is expending a lot of time and effort in his attempts to revive CAP communications activities in the West Virginia Wing. One method he is using is excellent because it is calling on that body which should constitute the most enthusiastic of our communicators, namely, the amateur operator.

A few weeks ago, Bill invited us to attend a meeting of an amateur organization at Fairmount, West Virginia. Those amateurs who attended the meeting seemed to be interested in the Civil Air Patrol program, and we were pleasantly surprised by the fact that they evinced willingness to participate in training activities as well as strictly communications work.

Bill informs us in a recent letter that he is making contact with the "hams" in the southern part of West Virginia. If we know this gentleman, a great many of the "hams" will soon be enrolled in Civil Air Patrol, which will give him an excellent nucleus on which to build a strong communications system in his wing. Those wing communications officers who have not already done so will be wise to follow Bill Aull's example and to make a concerted drive to enroll the amateurs in their state (or have we mentioned this before?).

Frank I. Adams

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